



AGENDA
Orange Unified Transportation Board
October 15, 2014
7:00 p.m.

You can bring your laptops/tablets if you would like to use them.

Conference Room 004 (Lower Floor) Orange County West Campus
131 West Margaret Lane, Hillsborough

<u>Time</u>	<u>Item</u>	<u>Title</u>
7:00	1.	Call to Order and Roll Call
7:05	2.	Approval of Minutes Minutes from August 20, 2014
7:08	3.	Consideration of Additions to the Agenda
	4.	Regular Agenda
7:10		<u>Recommended Hillsborough Circulator Changes</u> – Staff is considering changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough. (Bret Martin) OUTBoard Action: Receive information and provide comments.
7:30	5.	Staff Updates <ul style="list-style-type: none">a. Central and Rural Orange County Five-Year Bus Service Expansion Concepts – OPT (Bret Martin)b. Transportation project prioritization status (Bret Martin)c. DCHC MPO and TARPO RPO activities (Bret Martin)d. Safe Routes to School (SRTS) Action Plan Advisory Committee (Abigaile Pittman)e. Unified Development Ordinance (UDO) private road and access standards (Abigaile Pittman)f. Mountains-To-Sea Trail Conference September 4-5, 2014 (Abigaile Pittman)g. OUTBoard vacancies (Abigaile Pittman) OUTBoard Action: Receive updates
8:10	6.	Board Comments OUTBoard Action: Receive comments
8:20	7.	Upcoming Future Agenda Items <ul style="list-style-type: none">a. Review of Protection options for Old NC 10b. OUTBoard proposed 2015 Work Planc. Efland-Buckhorn-Mebane Access Management Plan (AMP) revisions OUTBoard Action: Receive information
8:30	8.	Adjournment - The OUTBoard's next meeting will be October 15, 2014

Charge of the OUTBoard (from Section I, Part C of the adopted Rules and Procedures)

1. *The OUT Board is charged with advising the Board of County Commissioners on the planning and programming of transportation infrastructure improvements and other County transportation planning initiatives, as directed by the Board.*
2. *From time to time the OUT Board may be directed to provide input on regulations on which the Planning Board has primary statutory and local ordinance advisory duties. In such instances, the OUT Board shall serve in an advisory capacity to the Planning Board.*

Meetings (from Section IV, Part C of the adopted Rules and Procedures)

C. Date, Time, and Location of Regular Meetings

3. *Regular meetings of the OUT Board shall be held as needed to address items that require Board action consistent with its Charge and Duties identified herein. Meetings are held on the third Wednesday of the month. The start time and location of the meeting shall be included on the agenda and shall typically be 7:00 p.m. at the Orange County West Campus Office Building located at 131 West Margaret Lane, Hillsborough. The OUT Board Chair, in consultation with staff, shall have the authority to change the start time and location of a regular meeting to meet any special circumstances, provided the information is included on the distributed agenda.*

DRAFT

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
APRIL 16, 2014

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MEMBERS PRESENT: Paul Guthrie, Chapel Hill Township Representative; Jeff Charles, Bicycle Advocate Representative; Alex Castro, Bingham Township Representative; Amy Cole, Transit Advocate

MEMBERS ABSENT: Don Wollum, Eno Township Representative; Sam Lasris, Cedar Grove Township Representative; Pedestrian Access & Safety Advocate - Vacant; Cheeks Township Representative- Vacant; Economic Development Commission - Vacant; Planning Board Representative – Vacant; Ted Triebel, Little River Township Representative; Gary Saunders, CFE Representative; Brantley Wells, Hillsborough Township Representative

STAFF PRESENT: Abigaile Pittman, Transportation/Land Use Planner; Tina Love, Administrative Assistant II

OTHERS PRESENT: Eileen Apicella, Orange County's new Mobility Manager

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

Paul Guthrie: There was an article that Wake County will pass the one million population mark this month. That will require us to look ahead to balance costs, revenues, etc. to decide what is best for Orange County. You have heard me talk about the different planning groups that have their finger in rural transportation, but we still have the basic fundamental fact that rural Orange County has limited access to rural transportation. If we can afford to build wonderful walking trails on Morgan Creek, why can't we build safe walkways and bikeways parallel alongside of the 54 bypass and look at how we can improve rural transportation. We need to build a fire under the urbanized planning groups to deal with these issues.

Abigaile Pittman: In this new landscape of funding with everyone finding their way, most of those projects are not being funded by the state. We applied for Section 5310 funding with DCHCMPO and Orange County's two projects will probably get scored. One is more years of the Mobility Manager, and the other is for an Aging Department contract to provide additional services to seniors.

Paul Guthrie: There are two major rural issues in North Carolina now. One is the hospitalization issue in small counties where medical attention is not there. The second is rural transportation.

AGENDA ITEM II: APPROVAL OF MINUTES FOR APRIL 26, 2014

AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

AGENDA ITEM IV: REGULAR AGENDA

- a. Draft Parks and Recreation Master Plan 2030 – Presentation by Orange County Department of Environment, Agriculture, Parks and Recreation (DEAPR) staff. Pursuant to the OUTBoard's recommendation at its April 2014 meeting regarding emergency access for trail systems. Planning staff has held discussions with DEAPR staff regarding the development of emergency access goals and objectives being included in the Master Plan. Attached is a copy of the presentation and draft Goals and Objectives for Emergency Access to Trail Systems at Orange County Parks for the OUTBoard's consideration (Attachment 1, pages 11-24)
- b. Bicycle Safety – OUTBoard Vice, Jeff Charles requested that this item be added to the agenda. Attached for informational purposes is related information and a history of prior discussions of bicycle safety as related to the OUTBoard since 2011 (Attachment 2, pages 25-50).

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56 **OUTBoard Action:** Review selected standards and recommend to the BOCC that
57 planning staff review/revise and develop amendments.
58

59 **OUTBoard Action:** Receive information and provide input.
60

61 Rich Shaw: My position is Land Conservation Manager. I work with private land owners and other conservation
62 partners to identify important sites worthy of being set aside for a park or nature preserve. I also work with people to
63 conserve their own private land. DEAPR completed this Parks and Recreations Master Plan in house rather than
64 hiring a contractor. *Reviewed PowerPoint presentation.* This draft master plan went to the BOCC in June and they
65 asked us to share it with advisory boards, solicit input, and take the plan back to the BOCC this fall. DEAPR was
66 also asked to consider the issue of emergency access to trails in the County parks and nature preserves and has
67 developed some initial goals and objectives to address that issue.
68

69 Jeff Charles. I was on the American Tobacco Trail and there was a bad bike accident and we had trouble getting
70 EMS to this person in trouble.
71

72 Alex Castro: It would seem there would be coordination among the various entities. You have facilities and the
73 operations are independent of other. There should be one standard with one protocol.
74

75 Rich Shaw: There is an Intergovernmental Parks Work Group that meets four times of year to discuss these types of
76 issues. I am not sure this issue has been brought up. It is chaired by Alice Gordon.
77

78 Alex Castro: I have a copy of the Chapel Hill Parks and Recreation Department Summer Program Guide. Why can't
79 we have one guide? In the back of that was what was going on in road construction. Why can't we have one guide
80 for all of Orange County? We have too many silos so we need to get together and do it jointly.
81

82 Paul Guthrie: I want to congratulate you for doing what you have done in the short amount of time. The real
83 challenge is managing what you have and building a consistent program from the future which will cost money and
84 will be difficult. It is difficult to create new trails because of land owner concerns so I would encourage you to see if
85 the landowners are interest to see if the public is interested. The other issue is that on some of those trails, they
86 might go near settlement centers so you try to have a rest stop area for picnics or water area that becomes a safety
87 item and that builds confidence in trails. That will be viable especially on the Mountains to Sea Trail. I would caution
88 you on going too far on physical facilities because that is a cash eater if you have to do the high financing on it. I
89 think the report you want to study make a lot of sense. One of the problems in your survey is that people responded
90 to things they had done, not what they wanted to do. I certainly would encourage getting closer to the water.
91

92 Abigaille Pittman: I would like to provide DEAPR staff and a message to the BOCC as to whether or not the
93 OUTBoard supports the overarching goal and objectives about emergency access to trail systems that DEAPR staff
94 and planning have worked together to develop.
95

96 Paul Guthrie: Obviously there needs to be a good coordinated emergency plan but I am not convinced that you have
97 to make it motor vehicle friendly to do that. On the other hand, you can have smaller vehicles that can run down
98 trails with the ability to haul a stretcher. There is no reason a rescue squad can't carry a bolt cutter to open a gate for
99 a trail.
100

101 Rich Shaw: We have a number of trails that have not built yet. Having some objectives that have been drafted at the
102 front end will be helpful.
103

104 Jeff Charles: With the new trails, you need to think about traffic control because bicyclist want to go 15 to 20 miles
105 an hour which is totally inconsistent with pedestrians so you have to have some thought about posted speed limits.
106 You need to think about safety issues, certainly when you come to intersections and streets.
107

108 Alex Castro: This is already been done at the American Tobacco Trails. Some states actually post speed limits for
109 the bikes.
110

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- 111 Abigaile Pittman: How can you tell how fast you are going?
112
- 113 Jeff Charles: Most serious cyclists have odometers but if you not, you learn pretty quickly.
114
- 115 Paul Guthrie: The mixed use trails in this country have wide rights-of way and the track is wide.
116
- 117 Jeff Charles: Mountain biking, etc., if we don't improve our rural roads, they will look for other options and as you
118 develop these trails, you will see them go where you did not expect them to.
119
- 120 Abigaile Pittman: Other than these comments, I would like the Board to consider supporting the goal and objectives
121 developed by DEAPR staff.
122
- 123 Paul Guthrie: This recommendation is pretty good. The comments on emergency needs to be better defined. It is
124 not just what the Parks department can do but what the potential responders may need to modify with how they
125 respond and what kind of equipment but both sides need to inform the others.
126
- 127 Rich Shaw: The Emergency Response staff has not reviewed this draft yet. If you think of anything or have any
128 questions, let me know.
129
- 130
- 131 Jeff Charles: In your packet, there is an N&O news article about the June 25th alleged road incident in the court
132 system where a gentleman has been cited for misdemeanor assault with a deadly weapon associated with this
133 alleged road rage incident. I ride 5,000 plus miles per year and the vast majority is in Orange County and I have
134 been seeing an increase in friction between motorists and cyclist which is why we came up with the road safety
135 guidelines which will support now. I ride with about 100 people a year and of those 100, three of those have been hit
136 by a car or had car interactions in the last two months. In this case, it was road rage involved. *Presented videos of*
137 *ride*. You can make a legal pass if you have 500 foot visible with a double lane. If there are 20 plus cyclist riding in
138 the same lane, it is frustrating for motorists. How do you convince cyclists to break into smaller groups? This is part
139 of an education process. The League of American Bicyclists listed the top ten states, each one has the following
140 statement in their vehicular law, and bicyclists cannot ride more than two abreast and cannot impede traffic. North
141 Carolina is ranked 23rd because we don't have very good bicyclist rules. There are two groups of Orange County
142 trying to work on this problem. There is a motorist group working on this also and I am sitting on that group.
143 Commissioner Price has agreed to head a working group to get law enforcement involved. Gail Alberti is the
144 motorist's representative in our group. We do not want to get legislature involved in this. We also need to be
145 concerned about mopeds and the elf vehicle.
146
- 147 Alex Castro: As the population increases, more and more people will want to get out. I would recommend you make
148 contact with the Grange in Schley.
149
- 150 Jeff Charles: Bonner Hauser is heading up the motorist group and Renee and I are heading up the cyclists.
151
- 152 Paul Guthrie: It has been my observation of the last 10 years, how much cruder the driving is.
153
- 154 Jeff Charles: This is also an enforcement issue. The law is that you have to stop if anyone is walking across the
155 cross walk. We don't want to get legislature involved.
156
- 157 Alex Castro: We need to raise awareness and have a good publicity campaign. What is the law? Having a public
158 awareness campaign to highlight these points tonight would be very helpful.
159
- 160 Jeff Charles: Enforcement and education are the way I go. We are bringing ideas from Europe for education. I hope
161 these videos have a role in enforcement for laws.
162
- 163 Alex Castro: What about getting the bicycle shops to help get some of those videos on the air.
164
- 165 Jeff Charles: I want to make sure law enforcement can use the videos.

DRAFT

166
167 Paul Guthrie: They are good evidentiary issues and they are also good instructive tools. I am not sure they can be
168 used.

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170 **AGENDA ITEM V:**

STAFF UPDATES

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a. Safe Routes to School (SRTS) Action Plan

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b. Protection options for Old NC 10 corridor

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c. Review of selected private road and access standards

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d. Review of selected private road and access standards

175

e. Buckhorn EDD environmental and transportation contracts

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f. OUTBoard vacancies

177

OUTBoard Action: Receive updates

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180 Abigaile Pittman: We are moving forward to get the SRTS Advisory Committee rolling. There is a mission statement,
181 core responsibilities and the concept about the membership. We will meet quarterly or more frequently if required. I
182 need two OUTBoard members, please email if you are interested. The original steering committee representative will
183 probably be Nancy Cole Baker. There will be a representative from the health department.

184

185 Abigaile Pittman: I have been reviewing various protection options for the Old NC 10 corridor. I have a list attached
186 of the options and also a map. When reviewing protection options for Old NC 10, I considered that the corridor starts
187 back at Hwy 86. This project will come out in fall and I will go back to the BOCC with my analysis. I have narrow in
188 on three options that stand out.

189

190 Jeff Charles: It is a very popular bicycle route. It is important to cite commuting.

191

192 Abigaile Pittman: When I get comments and instructions back from the BOCC, I will be back to you.

193

194 Abigaile Pittman: I will going to the Planning Board on September 3 to have them review the matter of private road
195 and access standards. We have met with DEAPR staff and obtained their comments on emergency access for trail
196 systems in county parks. We will return to the BOCC in the fall to get comments and instructions from them.

197

198 Abigaile Pittman: We have hired an environmental firm and a different transportation firm to complete contractual
199 work in the Buckhorn EDD area. We realized that some of the development efforts beginning to take place in the
200 EDD were revealing the need to revise the access management plan adopted in 2011. Before competing these
201 revisions we decided it was advisable to gain additional information with regard to environmental issues in the area,
202 and that we need to know more about the recommended functional classification of those future roads in the EDD.

203

204 Abigaile Pittman: You have the OUTBoard roster before you. We need to be aggressive about filling these positions.
205 Please let me know if you know of any interested and qualified person that would be willing to serve on the
206 OUTBoard.

207

208 Paul Guthrie: Craig will speak to the Rotary Club that I am the president of and he may want to mention the need
209 there.

210

211 Alex Castro: The Department on Aging, Engage, which are community spark plugs - I can try to get some of those.

212

213 Jeff Charles: I would suggest someone from Orange County who uses the Orange County roads to replace my
214 position, but I will stay on until someone is appointed.

215

216 Abigaile Pittman: There is a handout called Transportation Advisory Board attached. The NC Department of
217 Transportation has given me this criterion. In order for us to receive Federal Section 5311 funding for our transit
218 system, we have to recreate the Transit Advisory Board. I will be working with Peter Murphy, who is the new
219 Transportation Manager with OPT. This board will also need BOCC approval. I see this as a sort of subcommittee of
220 the OUTBoard. We have to meet, at least quarterly, probably before the OUTBoard meeting.

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221
 222 Abigaile Pittman: On yesterday's Burlington Graham MPO TCC the agenda there was a proposal to use Section
 223 5307 monies to buy buses and startup capital for the proposed Burlington bus system. There was a motion
 224 appointing themselves as a designated recipient and you can't do that because it can only be a direct recipient, per
 225 federal statute. They wanted the TCC and TAC to approve a resolution that they can be the designated recipient so
 226 they would be the lead decision maker regarding the distribution of funding. However, under the federal law, they
 227 can only be a direct recipient, meaning they can receive the funds from the designated person, which would be either
 228 NCDOT or PART. They also requested all of the federal allocation for this region for the next several years because
 229 they need it for their bus system in Burlington. We acknowledged and accepted their first year needs and stressed
 230 that they could only be a direct recipient. They agreed. We compromised in their first year of capital and operations
 231 expenses and then everything after that, we requested that there be a collaborative decision making process with all
 232 the other interested parties, meaning the other service providers.
 233

234 Paul Guthrie: There has been a big story about Triangle Transit's rate increases. Is there advanced discussions
 235 about it with the people in this county?
 236

237 Abigaile Pittman: No to my knowledge.
 238

239 Paul Guthrie: It would not hurt to mention that when you start juggling Triangle Transit fares, you should contact all
 240 jurisdictions.
 241

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 243 **AGENDA ITEM VI: BOARD COMMENTS**
 244 **OUTBoard Action:** Receive comments.
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 247 **AGENDA ITEM VII: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**
 248 **BOARD AGENDAS**
 249 **OUTBoard Action:** Receive information
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 252 **AGENDA ITEM VIII: ADJOURNMENT**
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254 The meeting was adjourned by consensus.

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ORANGE COUNTY
ORANGE UNIFIED TRANSPORTATION BOARD (OUTBoard)
ACTION AGENDA ITEM ABSTRACT
Meeting Date: October 15, 2014

Action Agenda
Item No. 4

SUBJECT: Review of Recommended Changes to the Hillsborough Circulator

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

N

ATTACHMENT(S):

1. Existing Hillsborough Circulator Route
2. Proposed Hillsborough Circulator Route
3. Hillsborough Circulator Service Change Summary

INFORMATION CONTACT:

Bret Martin, Transportation Planner, 245-2582
 Abigaile Pittman, Transportation/Land Use Planner, 245-2567
 Tom Altieri, Comprehensive Planning Supervisor, 245-2579

PURPOSE: To review recommended changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough.

BACKGROUND: Planning staff, including the Orange Public Transportation (OPT) Manager, is considering minor changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough. The recommended changes have been reviewed and are supported by the Hillsborough Planning Director and Town Board members.

Problem: The existing Hillsborough Circulator route (Attachment 1) with its current schedule and stops manifests with a number of problems. These include but are not limited to:

- 1) Inefficiently tracing along the same corridor multiple times;
- 2) Traversing streets and making turns that prohibit speedy service times;
- 3) Serving stops that provide very low ridership but not serving locations with the potential for higher ridership (e.g., Lakeshore Drive, U.S. 70 Food Lion);
- 4) Serving locations with either very minimal or nonexistent access to transit, such as those lacking pedestrian facilities and those with limited neighborhood connectivity;
- 5) The route rarely, if ever, is on time because the route and associated stops are too burdensome to service in one hour under normal daytime traffic conditions along its existing alignment;
- 6) A survey of Eno Haven residents indicated a need for more grocery options along the route; and
- 7) Operators currently have no layover time to prepare for the next scheduled Circulator run.

The Hillsborough Circulator will soon additionally need to service the UNC Hospital – Hillsborough campus when it is open to the public.

Staff-Recommended Changes:

The attached map (Attachment 2) depicts the staff-recommended route changes and ordering of stops. These changes to the Hillsborough Circulator will free up time currently consumed along the route involving service provided to low productivity stops while still providing reasonable access options for those stops that are being eliminated. The recommended route is more time-efficient yet will cover more geography than the existing route and offer transit access options at more locations.

A summary of the recommended changes to the Hillsborough Circulator route is provided in Attachment 3. In *Table I: Existing Hillsborough Circulator Stop Order and Times*, the stops that are recommended for elimination are highlighted in yellow. These four (4) stops were all well below the average calendar year 2013 ridership per stop of 643 boardings. The stops recommended to replace these stops will still provide reasonable access within walking distance of the stops that are recommended to be removed but will allow the operator to manage access to those locations more efficiently and save time.

The recommended route additionally does not traverse the same corridor along Churton Street three (3) times as does the existing service design, which will free up additional time to provide service to the additional recommended stops. The recommended route will provide access to the UNC Hospital – Hillsborough campus after stopping at Durham Tech and will more efficiently make use of NC 86 to access Hampton Pointe (Walmart/HomeDepot) rather than using Churton Street and U.S. 70 Business, both highly congested corridors during daytime hours. The recommended route will serve a new stop at a residential area off U.S. 70 and will serve the newer Food Lion located on U.S. 70 before traveling back to the North Hills Shopping Center to make the next run. *Table II: Proposed Hillsborough Circulator Stop Order and Times* provides the recommended new order of stops and the new stop locations (highlighted in green).

NEXT STEPS: Following the OUTBoard’s review of these recommended changes, the changes will be considered by the BOCC. If approved by the BOCC, the changes will be advertised on the County’s OPT webpage and on board OPT’s buses via the distribution of amended schedules and service maps. Existing Hillsborough Circulator schedule and stop information will be replaced with the new schedule and map of stop locations to inform the public of the new changes. OPT will allow a period of two (2) months between when service changes are approved and when they are implemented to allow the public to adapt to the changes.

RECOMMENDATIONS: The Staff recommends the OUTBoard:

1. Review the recommended changes to the Hillsborough Circulator route; and
2. Recommend approval of the staff-recommended changes to the BOCC, to include any additional comments the OUTBoard might have.



*Save Some Cash ...
Take the Bus!*

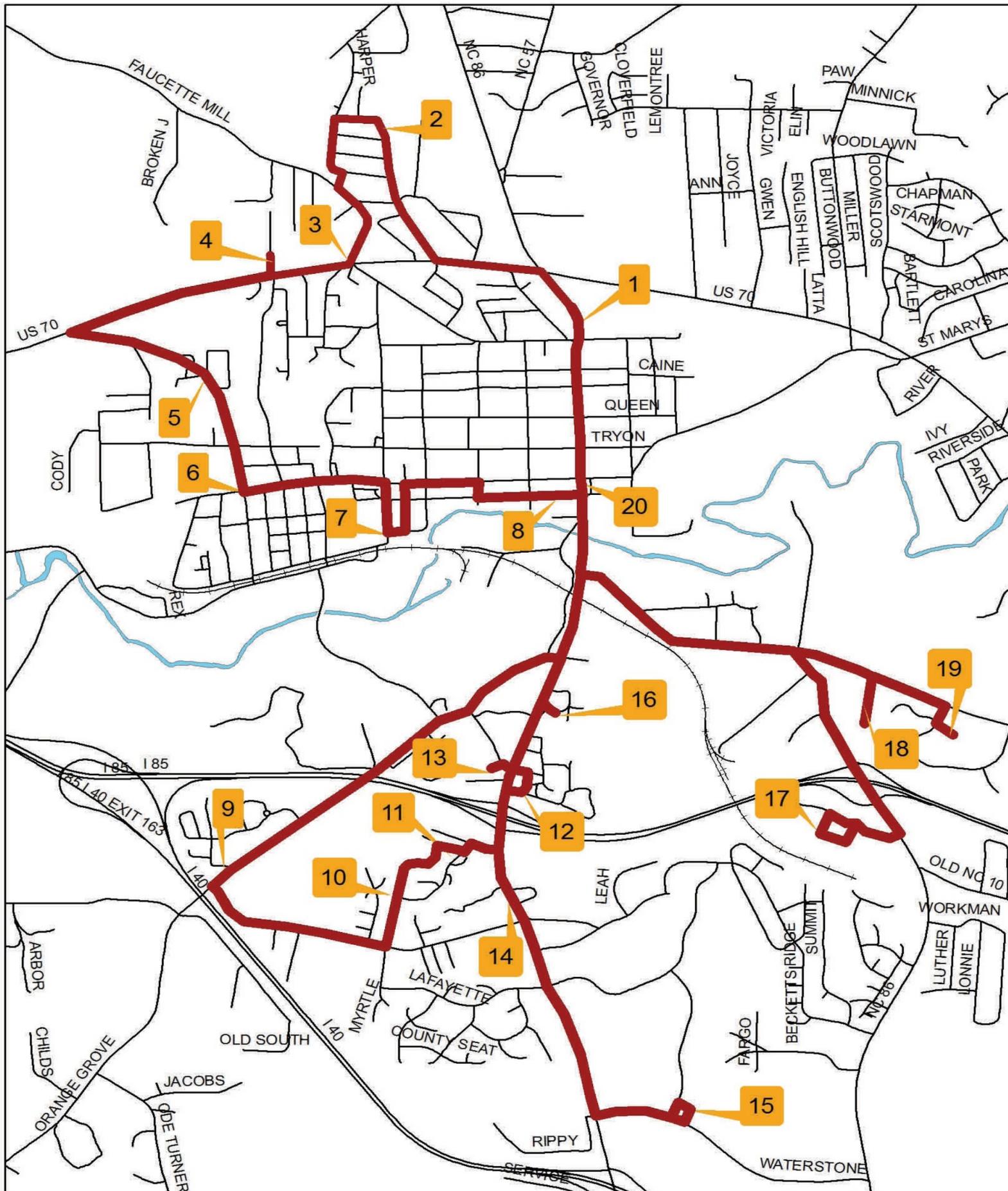
New Schedule with More Stops!

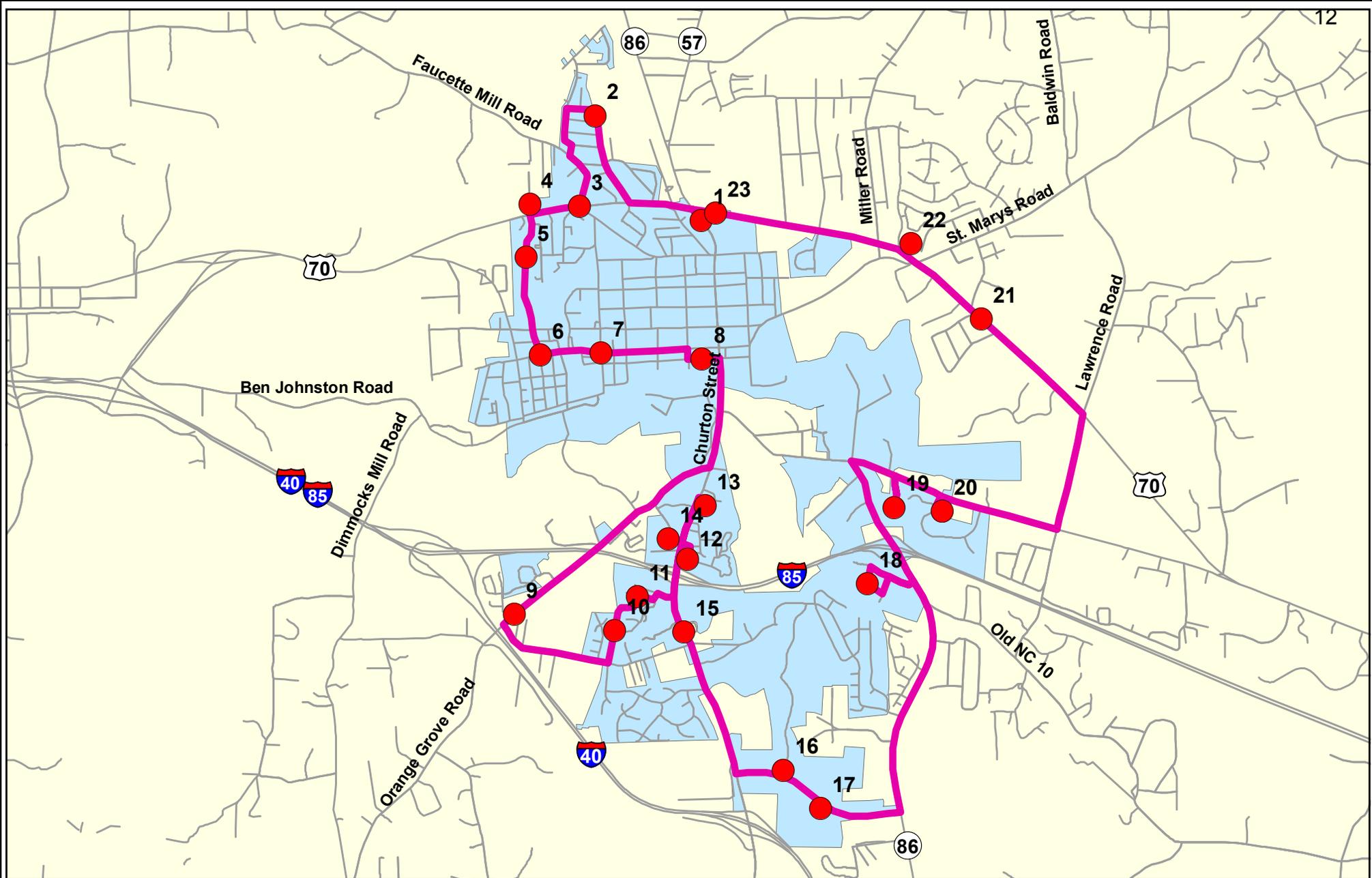
Hillsborough Circulator

A.M. CIRCULATOR BUS SCHEDULE																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
8:00	8:03	8:05	8:06	8:09	8:10	8:12	8:14	8:17	8:20	8:21	8:23	8:24	8:26	8:29	8:35	8:41	8:45	8:48	8:51	8:55
9:00	9:03	9:05	9:06	9:09	9:10	9:12	9:14	9:17	9:20	9:21	9:23	9:24	9:26	9:29	9:35	9:41	9:45	9:48	9:51	9:55
10:00	10:03	10:05	10:06	10:09	10:10	10:12	10:14	10:17	10:20	10:21	10:23	10:24	10:26	10:29	10:35	10:41	10:45	10:48	10:51	10:55
11:00	11:03	11:05	11:06	11:09	11:10	11:12	11:14	11:17	11:20	11:21	11:23	11:24	11:26	11:29	11:35	11:41	11:45	11:48	11:51	11:55

P.M. CIRCULATOR BUS SCHEDULE																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
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2:00	2:03	2:05	2:06	2:09	2:10	2:12	2:14	2:17	2:20	2:21	2:23	2:24	2:26	2:29	2:35	2:41	2:45	2:48	2:51	2:55
3:00	3:03	3:05	3:06	3:09	3:10	3:12	3:14	3:17	3:20	3:21	3:23	3:24	3:26	3:29	3:35	3:41	3:45	3:48	3:51	3:55
4:00	4:03	4:05	4:06	4:09	4:10	4:12	4:14	4:17	4:20	4:21	4:23	4:24	4:26	4:29	4:35	4:41	4:45	4:48	4:51	4:55

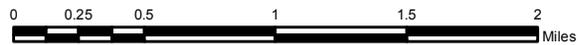
1- Maxway	6- King Street/West Hill Avenue	11- Gateway Apartments	16- Food Lion
2- Rainey Street	7- South Nash and Calvin Streets	12- Daniel Boone (antiques area)	17- Walmart/Home Depot (around loop)
3- Hester/Whitted/Daye	8- Library	13- Social Services	18- Eno Haven
4- Whitted Forest	9- Timbers Mobile Home Park	14- UNC Family Practice	19- Triangle SportsPlex
5- West Hill Avenue	10- Coachwood Apartments	15- Durham Tech Campus	20- Courthouse





LEGEND

- Hillsborough Town Boundary
- Circulator Route
- Proposed Circulator Stops/Order
(23 total stops)
- Road/Street



PROPOSED HILLSBOROUGH CIRCULATOR ROUTE



Orange County Planning and Inspections Department
BM - 08/26/2014

ATTACHMENT 3 - Hillsborough Circulator Service Change Summary

Table I: Existing Hillsborough Circulator Stop Order and Times

Map ID	Stop Location	First Run Timing- Start 8am**	Existing Annual Ridership (2013)***
1	North Hills Shopping Center (Former Maxway)	8:00	441
2	Rainey Street/Hillsborough Police Substation	8:03	1,049
3	Hester/Whitted/Daye	8:05	866
4	Whitted Forest	8:06	494
5*	West Hill Avenue	8:09	390
6*	King Street/West Hill Avenue	8:10	219
7*	South Nash and Calvin Streets	8:12	138
8	Library	8:14	1,493
9	Timbers Mobile Home Park	8:17	353
10	Coachwood Apartments	8:20	736
11	Gateway Apartments	8:21	1,767
12	Daniel Boone Center	8:23	248
13	Orange County Social Services	8:24	652
14	UNC Family Practice	8:26	150
15	Durham Tech Campus	8:29	495
16	Food Lion	8:35	741
17	Walmart/Home Depot (around loop)	8:41	1,680
18	Eno Haven	8:45	318
19	Triangle Sportsplex/Central Orange Senior Center	8:48	381
20*	Courthouse	8:51	248

*Stops highlighted in yellow proposed for elimination to add time back to route.

**Existing Circulator timings are those printed on the public schedule and are not realistic.

***Average calendar year 2013 ridership per stop was 643 boardings.

Table II: Proposed Hillsborough Circulator Stop Order and Times

Map ID	Stop Location	Estimated First Run Timing- Start 8am**	Existing Annual Ridership (2013)***
1	North Hills Shopping Center	8:00	441
2	Rainey Street/Hillsborough Police Substation	8:03	1,049
3	Faucette Mill Rd and Cornelius Rd	8:06	866
4	Whitted Forest	8:08	494
5*	Lakeshore Drive	8:10	N/A
6*	Lakeshore Drive and King Street	8:12	N/A
7*	King St. and Nash St.	8:14	N/A
8	Library	8:17	1,493
9	Timbers Mobile Home Park	8:22	353
10	Coachwood Apartments	8:25	736
11	Gateway Apartments	8:27	1,767
12	Daniel Boone Center	8:30	248
13	Rebecca Drive Shopping Area (Food Lion)	8:32	741
14	Orange County Social Services	8:34	652
15	UNC Family Practice	8:36	150
16	Durham Tech Campus	8:39	495
17*	UNC Hospital – Hillsborough Campus	8:41	N/A
18	Hampton Pointe (Walmart)	8:44	1,680
19	Eno Haven	8:48	318
20	Triangle Sportsplex/Central Orange Senior Center	8:50	381
21*	Riverside Drive/U.S. 70	8:53	N/A
22*	Scottswood Blvd/U.S 70 (Food Lion)	8:55	N/A
23*	Kerr Drug Store/Walgreen's	8:57	N/A

*Stops highlighted in green are newly proposed stops.

**Please note that exact route timing has not been completed.

***Average calendar year 2013 ridership per stop was 643 boardings.